

Laster & Bagger

Modelle von Lastwagen, Baumaschinen und Kranen



Mit Wettbewerb

Diecast Masters 1:50
**Caterpillar
395 ME**

Eigenbau 1:50

Volvo F12

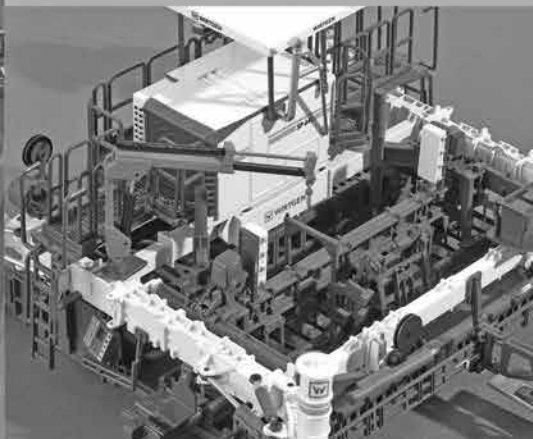
English text



Conrad 1:50
Sandvik DI650i Leopard

Sammlerporträt
Walo Rupper

NZG 1:50
Wirtgen SP 64i



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Editorial

About packing and moving



I would like to give a heartfelt thank you to all subscribers who have voluntarily rounded up their subscription fees. You are making an important contribution towards "unbiased reporting".

When packing and moving all one's possessions, we become acutely aware of our material riches. All collectors will certainly agree with me. Those who have had to relocate with their complete construction machine and lorry collection will smile benignly, and those currently packing up their belongings will sigh audibly. Two things are usually underestimated when moving, one is the time it takes and the second is the number of boxes required.

I was aware of both these facts when I found out over a year ago that I had to move my office. I estimated the time required correctly but twice had to get additional boxes. Now, as I write these lines, everything is packed and am I glad!

When packing models everyone thinks about the sense or nonsense behind the chosen method of packaging. Does the model really have to be screwed to the bottom plate? One finds the needed threaded holes to attach the models right in the middle of the exhaust plant and tank! On the other end of

the scale are the Styropor packages which while they hold the assembled model secure, take up a lot of space. It is not that easy!

If you are in the throes of packing right now, you should send us your new address as soon as possible because magazines by subscription are no longer forwarded, even when the forwarding request at the Post Office has been filled out and paid for! Unfortunately, this information is often not communicated clearly to the customer. It is found only in the 'fine print'. Sadly, magazines with the wrong address land in the shredder. That certainly would be a great shame for your favorite magazine!

Now all that remains is for me to wish you a lot of fun reading.

Have a great summer!

Daniel Wietlisbach

P.S. Our new address can be found on the masthead on page 58.

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Walo Rupper collects models from Holland

From a driver to dealer

by Daniel Wietlisbach

Walo (Walter) Rupper was born in the ‘Tannzapfenland’ (Pine cone country) in the canton of Thurgau, which is known for its large swaths of pine forests. He grew up with two sisters and a 15 minutes older twin brother. His father owned a factory with four embroidery looms, which had already been founded by his great-grandfather. A typical family business for the area and a supplier to the world famous St. Gallen embroidery products. The machines, bought new by the father were run with punch cards. These, as well as the fabrics were supplied by the factories where the end-product went. Table cloths and curtains were made in the Rupper’s factory. The family lived right beside the business and worked every day in the embroidery factory, the kids too had their jobs and helped out. Despite of the new machines, the high Swiss production costs were a drag on the business. Walo’s brother still learned the trade and helped out in factory, but even he was not able to stop the factory closures of the 2000s, time had run out. However, he found employment as a factory manager in Thailand, where today most of the ‘St. Gallen embroideries’ come from. The embroidery machines in the family business, by the way, were made by Saurer and they still are in use in Turkey, where they were sold to

Walo Rupper really fancies Dutch lorries. What he especially likes about them is their size and the colourful paint schemes. His collection is augmented with some choice Swiss ones ...

at the end of production here. For Walo, the name Saurer therefore was not firstly connected to lorries but to textile machinery.

In his spare time, the youngster could often be found on the neighboring farm, where he helped out and of course was allowed to ride on the tractor. Because of that he had 1:32 metal made tractors in the playroom, these were available at the time and could be played with. They were augmented with a ‘whole repertoire of toy farm machinery’, which were readily available at that time. When he was 14 years old, Walo was allowed to drive the tractor by himself. Because his brother, as desired by his father, followed the father into the business, and his sister learned to become a embroidery pattern drawer, Walo felt that he was free in choosing an occupation.

He apprenticed as a company employee with the Swiss Federal Railway (SBB) at the Wil railway station. It was a broad based apprenticeship, covering many aspects of the railway. He hoped to become an engine driver, specializi-

ng in operating a shunter. After his apprenticeship, at age 18, he moved to work on a smaller country station, where he found the great variety of jobs very interesting. With all his experiences under the belt, he went ahead and applied to become a shunting engine driver. Despite three tries, his dream was not fulfilled. Walo suspected that the station master gave him some bad marks on purpose, because he did not want to lose a great worker.

Then, his re-kindled interest for lorries surfaced again, because, at the age of 15, he got to know an older friend, who, after being trained as a driver, went independent and often allowed the youngster to come along for a drive.

Driver

After the desired profession of shunting engine driver remained unfulfilled, Walo began with the preparation to obtain a truck driver license. He already had a regular driver’s license and so he changed jobs in 1992, to work as an all-rounder in a printing shop, where

he helped in the production and took over deliveries with a van.

An uncle finally helped Walo to get an interview at 'CTW' (Camion Transport Wil AG). He began in 1993 as a delivery van driver, but with the clear goal to get a lorry driver's license. After a few months, he got the long desired license and was able to take over his first lorry, a small Mercedes-Benz, for break bulk cargo in Eastern Switzerland. And, as holiday relief, he regularly was behind the wheel of a 1320.

Walo was not very interested to take the trailer exam as well, but he wanted to drive a three axle lorry. He got an old Mercedes-Benz 2628 6x4, with which he made deliveries in the snow rich Engadin valley.

After three years, the young driver changed to a local freight company, which only hired him under the condition that he would pass the trailer exam. There, surprisingly, he found himself in the cab of an old MAN with under the floor engine and Fuller gear box, coupled to a three axle trailer. He got the hang of the combination much faster than his new colleagues ex-

pected, who of course watched him very carefully. Later on, as holiday relief driver, he also drove a MAN combination with 'Vogelhäuschen' (Bird house), as the sleeping bunks over the cabin were called. With reefer box upper chassis he transported food, main focus on cheeses. The trips were very diverse and regularly included destinations abroad, they usually went to Memmingen in Germany, the logistics center of Dachser. Later, Walo was given a Volvo F10, which, because of its heavy semi-trailer was regularly overloaded.

After four years, the company was sold and Walo changed to another company which was also sold to the Galliker Company after five years. The driver changed again and ended up in the construction trade, on a tractor lorry with semi-trailer combination with a crane and a little later at the crane company Condecta. There he drove quick assembly cranes to construction sites and also learned how to ready them for work.

In 2010, the cranes that Walo was involved with, got even bigger. With yet again a change to a

new job, he took over a lorry with an 85 m/T crane, for which he first of all had to sit an examination. After passing that he started to transport whole house walls for a few pre-fab house dealers, which were transported to the site and placed on the foundations by the crane.

In 2014, our collector changed jobs again and worked for, well-known in modeling circles, Zürcher Company. The first years he drove as a holiday relief driver on many different vehicles, in the end became his own Arocs semi-trailer combination dumper combination. On his initiative, WSI produced a copy which was correct down to the smallest details and it quickly became a sought-after collector's piece.

Hobby

In the year 2000, Walo discovered, in the 'Trucker' magazine an advertisement for the shiny pink Scania, a limited series model made by Tekno. On an impulse he ordered one. The model excited him so much that it did not remain the last one and his collecting fever started. At the same time he met an American friend who collected lorries in 1:64 and with whom he could swap models regularly. He also helped him to increase his knowledge and the duo often visited swap meets, if there were 1:50 models to be found. Right from the beginning, Walo limited himself to 'what he liked' especially lorries with reefer, silo or canvas upper chassis. But soon so many models were released, that his collection started to burst at the seams.

To contain the flood, he had to decide on a collection theme,

The collector

Walo Rupper (53) apprenticed as a Federal Railway employee, but soon changed to the transportation sector as a lorry driver. Today he runs a petrol station with a shop for transport lorries.

With this he made his hobby into his occupation, before that, in his spare time he was a flight assistant with a helicopter company. He lives, together with his wife, in the canton of Thurgau.



which happened almost by itself: The Netherlands! And inside that country the theme of 'Low deck trailers and their loads' led to more order and oversight on the shelves in his display cases. But what is it that the collector finds so attractive about the Dutch lorries? Foremost it is the size, because even 20 years ago they had five and later on even six axle vehicles. Fascinating for Walo also are the flat cabins, which make it possible to transport lattice crane masts which overhang over the cabin by quite a lot. But it is also the paint-jobs, they are often much more colourful than the local ones here.

At the very top of the colourful scale for the collector are the 'van der Vlist', these orange vehicles occupy a whole display case themselves. Nice groupings too are the vehicles from 'Geurtsen' or the yellow/red ones from 'VSB'. Despite all this, there is only one company that is represented completely with models, and that is the white/green ones of 'van der Hoeven', all 25 of them are in one of the display cases. Because Walo is not completely rigid with his collecting aims, there also are a good deal of Swiss models in his collection, always nicely represented in groups. There are models of 'Affolter', 'Kibag', 'Feldmann', 'Brunner', 'Keller & Hess', 'Zürcher' and others. Also, these are not exclusively heavy-duty transport models, there are a good mix of lorries from the freight transport sectors, International and Swiss ones.

The already mentioned display cases now number 14, and are, with three exceptions located in the living areas, and so that they do not overpower the rooms, are mostly made from a light const-

ruktion with lots of glass and some of them even have mirrored rear walls.

Walo prefers to buy his models at the dealer of his choice, Setec-HTM, or by mail-order from all-over Europe. Visits to swap meets so far are limited to those inside Switzerland and once he was at the Minibauma in Sinsheim. The collector would like very much to visit the fair in Houten, but until now the fear that he would buy too many models there is keeping him at home. Because the collection already, contains currently, he guesses, between 700 and 800 models.

The two from the petrol station

Seven years ago, Walo met his wife Sylvia. She worked at a restaurant frequented by drivers where he too often stopped. After that she gave notice and the pair moved in together with her children from her first marriage. When, quite by chance, she visited a petrol station in Gossau, the then women owner strongly pitched to hear about the open job at the petrol station. Sylvia could imagine that the work with frequent customer interaction would be very interesting and agreed. They hit it off right from the start, and in 2022, after the original owner went into retirement, she took over the petrol station.

Walo too was thinking about a change, because after 30 years behind the steering wheel, the lack of respect for his profession bothered him often. His idea was for a model shop inside the petrol station, where he wanted to sell his duplicate and surplus models. He also pursued

co-operation with model producer, WSI liked the idea and was the first one to supply him, later on Tekno and IMC also came on board. That Walo Rupper wanted to open a model shop was based on the fact that in his area he did not know of any. In the meanwhile he has specialized to search for hard to find models for his customers. The petrol station has developed to a 'common child' for Sylvia and Walo.

Volvo F12 Globetrotter with Birrer Jumbo semi-trailer

Krummen in the sand

by René Tanner

The Volvo F12 of the first generation were recognizable by the four bars set into a box underneath the radiator grille and the, on the Globetrotter, slanted backwards running upper roof edge. After the successful series of the F89, in 1977 the F12 followed with 330 hp without Intercooler was introduced to the greater public, it was easy to recognize because of the missing silver surround of the radiator grille. This new model was going to be a great break-thru for Volvo.

At that time white cabins were a novelty, the many different company liveries helped the F12 to be more noticeable. The cassis of the Volvo N was the basis, the drive train was taken-over from the predecessor F89 model. By a complete overhaul of the work space, climate controls, suspension and safety package the F12 showed the ‘attitude’ of a real long distance hauling lorry. In 1979 the Intercooler version including the higher Globetrotter cabin was introduced, with 385 hp – equal to the Scania – now Volvo had entered the fray for being a favorite for the buyers.

During the introduction at the IAA in Frankfurt 1979, the order books for the F12 Intercooler were filled up in no time for Volvo. It was the perfect lorry for long distance hauling traffic, no other maker could

After the successful scratch-building of the F12 tractor lorry with semi-trailer combination ‘Krummen’ from Patrick Kyburz, we are now introducing you to yet another member of the Krummen fleet. This time it is a Volvo Globetrotter of the first generation with a Jumbo semi-trailer, which, and this can be proven, also drove to the Near East ...

offer such a large cabin. The development of the Intercooler was not unknown before that, DAF built in this feature to improve performance since the 70s. The resulting performance was absolutely huge. What Scania managed to achieve with eight cylinders, Volvo did the same with only six! At this time the long-distance hauling was concentrated on very long trips abroad and the drivers, in the Globetrotter cabin, could be on the road for weeks, without being cramped or loss of driver comfort. With the introduction of the Intercooler Volvo also changed from the 12 gear box to the more flexible 16 gear box, which was a further improvement.

Building the model

Krummen was known for its mighty combination, like on a lorry

and trailer combination, the tractor lorry and semi-trailer variants were a typical representation of the Swiss long distance guild. Patrick Kyburz wanted to give the Volvo tractor lorry semi-trailer combination model ‘Paul Friedli’ (Trucks & Construction 1-2023) an additional companion with the here introduced combination. As a starting point was again the Volvo model from WSI, which, in my opinion, has the better proportion than the counterpart from Tekno. Patrick dis-assembled the F12, painted in a company livery, completely and then stripped all the paint off with a Nitro thinner. On the tractor lorry, small details in the interior were upgraded, like adding the curtains, bed cover and a traveling bag. On the outside, instead of the Duplex rims the typical Swiss Trilex rims from Tekno were used, otherwise the Volvo was

left as is. Only the bottle holder on the rear view mirror, a typical relict from earlier years, when refrigerators were not a standard feature, were attached. Of course one can argue about the hygienic aspects of such an arrangement, but the wind rushing by the cabin cooled the over-sugared Cola on hot days. Patrick made the bottle holder from 0.8 mm florist wire, CB and radio antennae were made from 0.4 mm Guitar string, which is flexible and has a bit of 'give' so that it is almost breakoff proof.

The trailer, a product from Birrer Hofstatt was completely scratch-built. The measurements were taken from a 1:87 model from Roco, which, according to Patrick, is a perfect model, and transposed to the larger scale. The goose neck as well as the flat deck were cut out from 2.0 mm plastic sheet stock, a wooden

block, cut to match gives support, stability, and a pleasant heft. Underframe and cross braces as well as the support legs are made from suitable Evergreen Styrene profiles and were glued on. The Meusburger semi-trailer was the donor for the axle unit. It was measured and needed shortening afterwards it was glued exactly into place. The tires were originally to be from Tekno, but Patrick, later on, when visiting a dealer found some scale tires that had a different dimensions from an unknown source, these matched the look he wanted to achieve better.

Stanchions, side fittings, hinges and planks were cut out of plastic profiles in tiny parts and glued together. The canvas cover was made, as already often described, from folded writing paper, but Patrick thought about how to improve the look of the folds even more.

He used paper tissue plucked apart and shaped it. This then was glued on the canvas top skeleton stanchions. After that the cut to size canvas was carefully draped over that and shaped until he was happy with it. The effect is remarkable and a valuable tip for construction, which I will also try on my next project that has a canvas. The spare wheel carrier and the tool box came from the parts scrap box and are from Tekno. The model was painted with the usual rattle the can paints and the canvas cover was given two coats of Humbrol blue. The customs seal was made from a cut to size piece of Tamiya masking tape and the customs clamps were painted on with a very fine paint brush tip. Decals were from the usual sources and a light weathering coat of highly diluted paint round of the extremely well made scratch-built model.

The beast from Diecast Masters in 1:50

Cat 395 ME

by Daniel Wietlisbach

The 395 is the largest excavator of the market leader, before the mining excavator segment. It replaces the predecessor 390F and is better in performance, endurance, and comfort and consumption data. The working weight is around 94.4 t and the 18 liter Cat C18 engine produces 405 kW (543 hp) and complies with the EU step V exhaust control regulations.

Almost every brand has the largest excavator as a model listed in their shop offerings, The Cat 395 of the new generation was announced in 2021 and has now been released ...

The model from DM

The version with the ME equipment is the first one to be released to the dealerships. The model is safely embedded between layers of foam in

a tin box, Bob, the operator and a set of tweezers to place him in his work space are included.

The massive model is made mainly from metal and has been made true

to scale. The lower chassis was made in the at-work width and cannot be adjusted. The four tie-down loops, however, were made pierced on the model. The crawler frames are engraved true to the original, bottom and support rollers are only mock-ups and part of the frames. The sprockets are especially finely made and the steps are separately attached. The metal crawler tracks with the 650 mm track shoes present a coherent picture and run smoothly.

The upper chassis shows many details, many of them engraved or modeled raised. The black painted screw heads as well as the free standing hand rails, made from solid wire, leave a great impression. As usual on models of this maker, on the 395 too there are several hatches and doors that open. Four of them hide the mock-up of the engine, a further two allow access for the service technician. Engine and radiator are replicated, as far as they are visible. The very fine radiator grilles are hinted at and printed on.

The cabin has also been exactly made to scale with its flush fitting windows that include rubber seals. The door opens to 90° and the interior of the cabin is made detailed and in several colours, it even has the printed on logo. The plastic made cab guard are very finely made, but wire was used for all hand rails.

The machine is equipped with the 7.25 m boom and the short 2.92 m stick. They are to scale and functional. The model reaches, besides the correct transportation length, the maximum digging depth and reach. Only 30 mm short is the maximum piercing height. Boom and stick are made from U-profile, shaped to look like the original, they are closed in on the sides, which unfortunately

leads to unavoidable gaps. While the maker has taken great pains with the replication of the hydraulic lines, made from black rubber material and the hook-up fittings, the cast on lines on the boom are no longer up to the contemporary standard. Even on the otherwise very well modeled hydraulic cylinders, they are not free-standing. Tiny LED work spot lights with colour accentuated cables complete the detailing of the boom.

The mighty 6.50 m³ capacity SVD bucket is made from a single casting and shows cutting teeth and wear plates on the outside correctly. While all bolts are painted, the bucket can be swapped out thanks to the four black Phillips screws.

The paint has been cleanly applied, logos, type designations and warning labels are printed on sharp and legible. The GP version with standard equipment as well with a set of scrap scissors and demolition hammer is planned to be released in the fall. 1:87 versions of both variants have also been announced.

At a glance

- + True to scale
- + Metal content
- Hydraulic lines are only partially free standing



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Druck D+L Printpartner GmbH, D-46395 Bocholt

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Erscheinungsweise / Bezug

Laster & Bagger erscheint alle zwei Monate – 6 Ausgaben pro Jahr. Bezug über Abonnemente, den Fachhandel und Bahnhofbuchhandel.

Das Jahresabo kostet CHF 84.– / € 74.– (Deutschland) / € 77.– (übrige Länder). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr. Preis Einzelheft CHF 15.50 / € 13.50 (Deutschland) / € 14.50 (übrige Länder).

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ISSN 2504-0405

Imprint

Kleemann jaw crusher from NZG in 1:50

Mobicat MC 110i EV02

by Daniel Wietlisbach

Jaw crushers crush material between two grooved metal plates (the jaws) set in a funnel-like arrangement. One of the metal plates is mounted rigidly while the second is moved by the engine over two flywheels and a static imbalance. The material is crushed between the jaws until it is small enough to fall into a width-adjustable gap in the floor.

With the Mobicat MC 110i EV02 which has a working weight of 42.50 t to 49.00 t, up to 400 t of material can be processed per hour. The feed hopper volume, including the extension, has a maximum of 7.5 m³. Power for the crushing unit is supplied by a Scania engine with an output of 240 to 248 kW, depending on the exhaust control regulations. A generator that produces 88 kV is built in for the secondary electrical power requirements necessary for the conveyor belts and sieves. Thanks to its compact construction and transportation height of only 3.40 m, the Mobicat MC110i EV02 is also suitable for shorter time usage.

The Wirtgen Shop at the Bauma offered the model from NZG for sale for the first time. It is well protected between two Styropor half-shells inside its cardboard box. Upon removing it from that package one is immediately impressed by the weight. The high degree of metal content lends the model a valuable appearance. The breaker was made true to scale and is very stable on the nicely

Exactly ten years ago we were able to introduce you to the predecessor model, also made by NZG. We celebrate the anniversary by taking a close look at the new model ...

detailed set of tracks. The drive rollers are exactly engraved, the guide rollers are sprung, and the eight running rolls turn correctly as on the original. Prototypically, no support rollers are present. The metal tracks with triple grouser track shoes turn easily.

The feed hopper is made from a single casting and includes the optional extension. All ribs are replicated in the correct shapes and numbers. The encased adjustment cylinders, moveable joints, and vibration motors are visible. From the feed hopper, the material goes to the double-decker pre-sifter which at the top is made from a finely made perforated plate. The grille at the bottom is barely visible but yet has been modeled. The sifted material is expelled over a side-mounted, foldable conveyor belt.

The two plates of the jaws can be seen from above thanks to the back-

ward-folding top perforated plate. Beneath the jaw plates, one can actually see the conveyor belt that takes the material all the way underneath the machine. But wait a moment, we are not there yet! The way in which the jaws are powered is worth a closer look. The housing for the static imbalance has been replicated very well and behind the two openable lids on the side are the large flywheels, the right one powered by a belt from the engine. On the platform between the crusher and engine are pre-drilled openings that allow for the included detail parts to be inserted. These are a safety railing with a warning beacon as well as a silver rod with three work spotlights. Stairs and hand railings in that area are made from somewhat oversized cast metal parts.

The housing for the diesel engine is made exactly to scale but while the air exhaust slots are present in the correct numbers they are not pierced. The rear air intake made from a photo-etched grille is very finely made and the radiator blade behind it is easily seen. Right in front of this is the magnetic separator which removes metallic items from the crushed material and expels them over a conveyor belt located on the side.

At a glance

- + Metal content
- + True to scale
- + Detailing



There are two side-mounted hydraulic cylinders and thanks to a functioning kinematic, the belt can be moved from transport to working

position. The rubber material of the conveyor belt makes it difficult to reach any of these positions completely.

The paint has been very cleanly applied with no dust inclusions, and the lettering is clean, faultless, sharp, and legible.

Sandvik DTH drilling rig from Conrad in 1:50 DI650i Leopard

by Daniel Wietlisbach

The somewhat cumbersome German translation of ‘down the hole’ is Imloch-Bohrgerät, this is why the synonym ‘DTH’ is often used. To simplify, they are above ground blasting hole drill rigs for mining and quarry operations. The Leopard series of the Sandvik DTH drilling rigs is comprised of four models, whereby the DI650i is the flagship. It has a high degree of built-in automatization while at the same time achieves to reduce emissions for the operator and the environment. The drill bed allows drilling blast holes that deviate by 30° on both sides and front and back by 58° from the vertical. The standard power for the drill is the HTRH6 which delivers a torque of 4300 Nm for bores from 115 to 178 mm. The optional Heavy-Duty head MRH6 has a torque of 5800 Nm for bores from 127 to 203 mm. The unit is powered by a Caterpillar C15 with 403 kW, which complies with the exhaust regulations of step V. The total weight of the machine is about 23.1 t.

The 1:50 Leopard comes in the, typical for Conrad, space saving box with foam inserts and is very heavy.

The model of the Sandvik DI650i Leopard was a surprise release at the Toy Fair and is a great addition to the existing program of the Swedish Producer ...

There are then, as expected, only a few plastic parts on it. The model was made true to scale and runs on nicely replicated crawler frames. Running and support rollers are mock-ups, guide and drive sprocket of course are functional. The track chains are made from a continuous, flexible plastic band, optically the single track links look on it look good. Both drives can be adjusted individually to the level of the ground by using hydraulic cylinders. Despite the heavy rear section of the machine, the cylinders hold it stable.

The upper chassis with its hefty rear, manages to convey the design of the original very well. All beading, gaps and venting slats are correctly modelled, even though the later ones are not pierced. But the look at the radiator grill at the rear is rewarding, where, like on the original, the two different sizes of radiator fans can be seen. Work spot lights with hand

grabs at the rear and the lights at the sides are made from plastic and have been separately attached. The exhaust looks a bit plain, because, despite of its size no discernable exhaust opening can be made out.

The shape of the cabin is a good replica and the door has raised modeled hinges on the transparent window insert, the rubber seals are printed on. The interior decoration of the cabin in a single grey tone and shows the main of control elements. The yellow hand hold and the pierced cab protection grille are made of plastic. The front lights are not picked-out in colour and there is a rear view mirror present.

The four hydraulic cylinders allow for a prototypically correct adjustment of the drill mast, which is a compromise between detailing and functionality on the model. Because, like on all drilling rigs, the question is on how many of the countless lines

can be meaningfully modelled and of course at what price. At the head of the drilling mast is the sliding idler pulley for the supply lines of the drill's power supply, which of course can also be shifted. The standard power supply for the drill head was given to the model, in it one of the six included drill rods can be inserted, the other ones, like on the original, have room on the rotating drill maga-

zine. The drilling rod can be pushed all the way to the front, the, flexible on the original, floor pad with built-

in dust vacuum is a very good copy of the real thing. The dust sucking hose made from rubber leads to the side mounted expelling funnel and from there goes to the engine room, where it can be simply plugged in to the big opening on the right just behind the cabin.

While the paint applied is, like always, without any faults, the lettering looks a bit blurred on some parts.

At a glance

- + Metal content
- + Functionality
- Lettering



Slipform paver from NZG in 1:50

Wirtgen SP 64i

by Daniel Wietlisbach

Slipform pavers make the continuous concrete parts required for road construction using a constantly moving mold. While Offset pavers can make road edge trims, gutters, walkways, small walls and such, the Inset technique is used to create flat surfaces for roads or runways. For the Inset technique, the concrete to be used is fed from the side by a conveyor belt or by a side feeder that empties the concrete mix in front of the machine because it cannot drive over the rebar. The Inset slip-form paver ensures a constant thickness and width of the installed concrete surface.

Application widths between 2,000 and 7,500 mm and a maximum concrete depth of 450 mm are possible with the SP 64i. The machine is driven by a water-cooled six-cylinder Deutz TCD 6.1 L6 with 180 kW (245 hp) of power.

With the SP64i, Wirtgen and NZG have taken a daring step to replicate this kind of highly complex machine in model form ...

The model from NZG arrives protected by two Styropor half-clam shells and tied down to the lower one with four wires. The model's weight and the intricacy of its construction impress simultaneously. Except perhaps for the roof, there are no larger flat parts. Because of the versatility in adjustments of the original, the parts of the main frame of the model are extensively engraved. There are no fewer than 18 hydraulic cylin-

ders and numerous other moveable parts which allow the complexity of the original to be appreciated in 1:50 scale. The biggest hurdle for the model constructors was to decide the degree of detailing to create for the model. The borderline was drawn, it seems, at the supply and steering lines which are not replicated, however, many deflection pulleys for these lines are present. Is there a collector out there who will take the time and care to make these improvements? Thanks to many other details, the missing ones are not obvious at first glance even though the model is almost chockfull of other lines.

Three hydraulic cylinders adjust the four drive units to suit the conditions of the construction site. The

At a glance

- + Metal content
- + Detailing
- + True to scale



tracks, made of single, very fine plastic track shoes turn smoothly. The model has been set up to apply a 6.0 m wide traffic lane, and in the forward direction where the concrete is being applied is a concrete spreader blade that can be adjusted sideways. Following that are four, vibrators that look like rakes to compact the concrete, and then the slip form itself at the end. All parts are modeled pierced and clearly visible. The longitudinal joint anchor setting device is intricate. This tool is necessary because the concrete carriage laneway cannot be poured as a single piece. At the same location is the dowel inserter tool that protrudes at the side. Dowels are needed if another concrete

section has to be installed directly beside it. The highly visible, moveable red loading crane assists with supplying the anchors and dowels. Right behind the rear cross beam is the 'across skimmer' which corrects uneven spots; this is followed by the lengthwise skimmer which ensures a perfect, smooth surface. Here too, all parts are very finely and intricately made, are metal, and are pierced. The lengthwise skimmer is prototypically adjustable and can be positioned across the full width.

The four hydraulic cylinders for the self-loading of anchor inserters and skimming attachments are also moveable. The operator's stand and the engine room can be reached from

the side using ladders and the photo-etched running boards. All handholds and safety railings are made from metal castings. The radiator grille is a photo etching in the middle of which is the separately-applied Wirtgen logo measuring only millimeters. Operating control panels are not only at the operator's stand but also at the drives. All buttons on the side beneath the loading crane are coloured.

The cleanly applied paint is faultless and the lettering is sharp and legible. With the SP 64i, the collector is able to put a machine that has never before been made in model form in their display case.

A four-axle lorry from PowerTrac in 1:50

Saurer D330B

by Daniel Wietlisbach

While GMTS does not need any further introduction, PowerTrac models, based in Basadingen in eastern Switzerland is not known to many. The mind behind the company is Göpf Möckli, a collector and Saurer fan himself, who had been running a shop for 1:32 farm vehicles on a part-time basis. Having put the running of his festival supplies company securely into the hands of the next generation, he can now put his newly-acquired spare time into building up his own line of 1:50 Saurer lorry models. The first ones were the D330B / D290B hood forward in

In the past, a collector could only dream about a lorry like this, but today it has become a reality! Models of Saurer lorries are high quality, affordable, and currently, even offered by two different makers ...

the 4x4 and 6x6 configurations; these existed in countless variations and are still being announced in model form.

The look of Swiss roads in the 80s was dominated by the Saurer long hood forward types D330B/D290B which looked like no other lorry. The almost indestructible four-axle

tippers were omnipresent. The six-cylinder engine produced more than the legislated 10 hp per ton of total weight which at that time was limited to 28 t. The nice-looking cabin followed the same lines as its predecessor and was easily recognized as a Saurer from a distance. Unfortunately, this generation of lorries was the last

civic vehicle development to come out of Arbon.

Model from PowerTrac

The four-axle tipping lorry is made from resin castings and has been correctly produced to scale which means that for a Swiss lorry of that era, a maximum width of 46 mm replicates the original's 2.30 m. The chassis is made from a single casting and is not pierced like other resin models because of stability issues. Viewed from below we see that the power train has been modeled all the way through, the leaf springs are replicated, and there are brake cylinders and wishbone handlebars on the rear axles. Unfortunately, the rear differential housing is partially hidden by the tube with which the model is screwed down in the package, but a small trailer hook-up coupling at the rear has also been modeled. The wheels with nice Trilex rims are

very well engraved, but the diameter of the rear axle rim hubs should be greater. The tank on the right side is prototypically protected with a fine photo-etched checker plate part. Correct air intakes, hydraulic tank, compressed air container, and exhaust are located behind the cabin.

On the whole, the shape of the cabin can be said to have been transposed successfully although the line above the door should be rounder at the top. The company version shown here has a sun visor and a company logo advertising board on the roof; other versions have an additional warning beacon. The radiator grille,

running boards, and window wipers are made from finely etched metal parts. The wind deflector, door handles, and mirrored rear-view mirrors are separately attached plastic parts. The headlights are transparent, as on the original, and the indicator and rear lights are painted in the appropriate colours. Looking through the flush-fitting windows with gaskets one can see the detailed black interior.

The three-way tipping bin is made from a well-done single-casting part. The shiny chrome tipping cylinder tips it backward. The cleanly applied paint is not too thick, the lettering is made from tiny but legible printed decals, and the white license plates are printed on without any identifying numbers.

The 8x4 heavy-duty tractor version with a heavy-load tower and sleeper cabin has been announced as the next model kindling the hope for freight company versions of Saurer lorries.

At a glance

- + Shape given
- + True to scale
- + Detailing

WSI tops it again

Liebherr LTM 1650-8.1

by Carsten Bengs

The crane is the successor to the LTM 1500 and has been a success since the beginning. The measurements have been correctly transposed to scale and there is a detailed instruction leaflet to assist in putting it together. Because of the many details contained in the instruction leaflet, careful study of it is recommended.

It is also necessary to take time for the assembly. The eight-axle vehicle runs very smoothly. The drive train, including the prop shaft, is very detailed. The steerable axles allow for a sufficient turning radius. Even the Michelin logo is on the tires, and the Liebherr logo is visible on the small, rubber mud flaps.

In the front area of the chassis are photo-etched anti-skid surfaces and radiator covers which look first-class. The engine and the area surrounding it have been accurately replicated. On the prototype, a 505-kW strong Liebherr eight-cylinder engine is installed. Exhaust, air filter, AdBlue container, and tank are easily recognizable.

Massive support legs resting on crane mats hold the model securely. To reduce the transport weight, the rear support assembly is transported separately but, on the model, it is rigidly attached with a bolt. There are even some small hydraulic hoses. Small lifting rings are included and this allows us to show the self-erection process. Even some very fine sling chains are included. During the

In the Fanshop at the 2022 Bauma, Liebherr showed off the new model of the LTM 1650-8.1, and with it upped the ante for what is possible in functionality and adherence to detail. It supersedes the already almost perfect model of the LTM 1750-9.1 ...

assembly, the crane is secured by a fifth support at the rear. Some very finely made ladders, some of which can be folded, allow access to the model.

The upper chassis looks compact because the engine in the lower chassis also controls all the crane movements. The extensive safety rails, and running boards that are fashioned from finely perforated sheet metal are eye-catching. These all fold down at the lifting winch. They have tiny joints and so a realistic view for road transport or when at work can be simulated.

Especially exciting to us was the small walkway behind the tilting cabin. This walkway also folds down. There are more walkways on the

right side of the cabin. The walkway folds forward prototypically from the transport position to the work position; even the tiny guide rod has been modeled.

Using the small sling chains, the self-erecting of the detailed ballast can be realistically simulated. The 11.8-t basis element is first placed on the upper chassis, followed on the sides by the two 6.6-ton ballast frames. In turn, each of these is filled with a ballast element. Especially exciting is the new ballast mandrel on which up to two elements can be lifted. These are then held securely.

The basis element also contains some small screws which are operated with the key used also for the winches. This allows even the final ballast segments to be realistically simulated. Small cover plates hide the screw heads. The Varioballast feature was also copied in model form. As on the prototype, ballasting radiuses of 6.4 m, 7.4 m, and 8.4 m can be achieved. The advantage of this feature is that ballast can be omitted on larger radiuses thus saving on ballast transports. On construction sites with

At a glance

- + Very unique functionality and adherence to detail
- + Hook block with weights
- + Richly accessorized



space constraints, however, it is still possible to work with more ballast. For example, it is possible to lift with 113.1 t ballast weight at 16 m boom reach or 33.2 m with boom tip sheave. Likewise, 155 t ballast weight at 8.4 m ballast radius or, with the maximum 175 t ballast weight on 7.4 m ballast radius.

The models come with the T3 and T5 boom options with 54 m or 80 m boom lengths. The T3 variant has three telescoping segments while the T5 variant has five. This allows the model to reach 1.17 m (T3) or just about 1.7 m at the boom tip sheave (T5).

The TY guying is really classy. WSI scores high here with maximum functionality and adherence to detail. During transport mode, both arms are

held securely. The winches are kept taut and the rear guying is true to the original. The transport supports have also been modeled. If the guying is not used there are even some small bolts and screws to keep it correctly and prototypically attached.

The model comes with three load blocks, a three-sheave for 84.9 t, a five-sheave for 129.6 t, and a nine-sheave wheel for 211.0 t carrying capacity. All sheaves are made individually and run very freely. Additionally, at the main boom head, WSI uses realistic-looking white plastic sheaves. An anemometer rounds out the details. We were excited to see that there are some ancillary weights that can be attached to the hook blocks. The two weights for each side are hung up in two loops at the

sides of the hook blocks. Perfect and absolutely realistic!

The entire lettering of the model is just as perfectly executed. There are even warning labels on the boom the boom head, the TY guying, and in the operator's cabin to view and admire. The included accessories surpass everything offered so far. In addition to the previously mentioned ballast mandrel and small sling chains, there are tie-down chains, a third winch for a flying jib tip, a load-bearing cross beam, bearing pedestals for the boom, and more sling chains.

With the LTM 1650-8.1, WSI set the bar high and produced a model with perfect details and classy functionality! The model is an absolute joy to see and the accessories top everything produced to date!

NEW

Trucks & Construction



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Remo's old iron

Are you familiar with this one? Recognize this machine and win a model ...!

by Remo Stoll

After many years of hard labour on Norwegian road and dam construction sites, this tipping lorry found a quiet place in a museum. Produced in 1968, it is one of the early examples of this construction lorry series. The front lights of later types are integrated into the front bumper. It is nice that one of these machines, now a rather rare example, has been preserved.

Recognize the tipper? Please send us the exact designation by the deadline of August 10th, 2023. We will hold a draw to select the winners if there are several correct submissions. Please note that only entries with complete mailing address information can be considered so that we can correctly mail out the models to the winners.

This time the winners will receive a prize chosen from these models: a Cat M318 from Diecast Masters, the Liebherr R945 Multi-User from Conrad, and the Mercedes-Benz Atego from Marge Models.



The solution from Trucks & Construction 3-2023



The well-preserved lorry was a MAN 770. The winners are Moritz Wackerbauer from Brakel

(D) who won the Liebherr LTM 1120-4.1 'Bauma' in 1:87 from WSI, Thomas Scholz from Lüdenscheid (D) whose prize is the Mercedes-Benz Arocs 8x4 with Meiller tipping from NZG, and Alexander Renner from Rheinfelden (CH) winner of the Hamm GRW 18 from MSM. Our heartfelt congratulations to all the winners!

For the 5th time, the show at the Ebianum Meeting place

by Daniel Wietlisbach

Without the imposed break due to the Corona outbreak, this jubilee could have already been celebrated two years ago. But this difficult time is now forgotten, everybody was happy to come again. Some attendees travelled from faraway places to show their models, or to offer them for sale or to buy more models, to gather some insider knowledge and connect with like-minded folks and to talk shop.

The first of the 130 exhibitors arrived already on Friday afternoon with their boxes of construction machines and lorry models at the Ebianum. Since most of the exhibitors are collectors themselves, a lot of wheeling and dealing took place even before the doors were officially opened.

Almost unnoticed, the spring show and swap meet at the Ebianum celebrated a small jubilee. The very popular event celebrated its fifth anniversary ...

The events room was chock-a-block full, sometimes there was no room to move forward between the rows of tables. If at first it was all about model dealing and selling, later on the focus shifted to admiring the show pieces on display. Again, it was very impressive to see the skill and talent model builder have. Many of them, in the weeks before the show, had to work extra hours to finish their dioramas or model on time.

The exhibitors in the work shop and the operators of the remote controlled models in the storage hall also

found an eager public watching them perform. Herbert Marfurt stole the show, in the outside exhibit space, when he demonstrated the 22-RB and 30-RB cable operated excavator in 1:1 scale.

The event at the Ebianum has made a name for itself all over Europe. 1200 visitors were counted by late afternoon and many of the visitors and participants were here for the fifth time. There were happy faces everywhere and it was clear to everybody that they would meet again at the Ebianum on the 27th April 2024.

Unimog – Die Baureihen 406/416

by Alexander J. Kraus, published by Motorbuch Verlag, format: 23 x 26.5 cm, 184 pages, 300 pictures, bound, ISBN 978-3-613 04549-1

The Unimog from Mercedes-Benz is an icon in the history of commercial vehicles. A significant part of the history contained the extremely successful 406/416 series which continued to be the one with the highest production numbers. This book was released in time to celebrate its 60th anniversary. First, it looks in short form at the history leading up to the production, and then very intensively at the 406ers. Approximately 40% of the book is dedicated to the 416s. The way the history is told flows nicely and is very readable. Many pictures and charts augment the extensive information. Sometimes it is a bit unwieldy because Mercedes-Benz never managed to keep the Unimogs completely separated. The pictures often show unusual applications.

Hatra Baumaschinen und Schiffe

by Ulf Böge, Podszun Verlag, format 28 x 21 cm, 224 pages, 540 pictures, hardcover, ISBN 9-783-7516-1076-6

Ulf Böge fulfills a dream of his youth with the publication of this book about Hatra, the ship and construction machine producer from Lübeck. Even as a youngster 45 years ago, he followed the progress of this company. Founded as a small machine works in 1919, it grew to become one of Germany's top construction machine manufacturers having over 1,000 employees. The Kemna road rollers, the large swiveling loaders, and the modern hydraulic excavators were found globally on construction sites until the end of the 70s. Shipbuilding also dominated for over ten years in Travemünde. In addition to the history of the company, Ulf Böge also describes in depth the ships and all of Hatra's construction machines. (up)

Zugmaschinen bei Circus und Schau-stellerbetrieben

by Marc Trappe, published by Podszun Verlag, Format A4, 240 pages, ca. 600 pictures, hardcover, ISBN 978-37516-1065-0

The book in front of us is dedicated to friends of traveling amusement shows and circuses. Often there are special vehicles used behind the scenes and the book organizes the lorries according to axle numbers and brands. With respect to the two- and three-axle lorries, the multitude of brands from earlier times is still clearly felt. The four-axle vehicles were introduced only later on. Many of these lorries are vehicles from currently well-known brands. Data on the vehicles are included in the book. The first images are from the 90s when author Marc Trappe began to take pictures. For model builders who have a special interest in traveling entertainment shows, this book is especially useful. (yu)

Jungs, Eure Kinderträume

by Jörg Trüdinger, Motorbuch Verlag, Format 22 cm x 24 cm across, 96 pages, 400 pictures, Hardcover, ISBN 978-3-613-04547-7

Jörg Trüdinger is co-owner of the legendary Fanshop 'Such und Find' (Search and Find) and is regularly found at flea markets. As a child of the 70s, he is a specialist in model cars and now his expertise is put on paper in this book that looks mainly at model cars and less at lorries or construction machines. He writes in short form the history of such model producers as Mattel, Schuco, Corgi Toys, Märklin, Siku, Dinky Toys, Matchbox, Majorette, and Gama. The author intersperses childhood memories to lighten the company histories. Written in an amusing way, the book is more for collectors who are also interested in the history of the above model-producing companies or for those who would like a throwback to their own childhood. (eu)

Tom's driving log

by Tom Blase

Filter change a 'piece of work' or 'diesel pest on board'

Some time ago I managed to get a nice snapshot while fueling up my Actros. Meeting old lorries at the fuel stop diverts me from the everyday drudgery of a driver's routine.

Oldie owners would like to turn back the clock at petrol fuel pumps; the price of diesel fuel and the high content of biofuel in the petrol mix are some of the reasons. Microorganisms can grow in the fuel tank of Old Timers when not in regular use. In turn, this plugs the filters and, in a worst-case scenario, can lead to bio corrosion in the fuel system.

I got caught a few years ago with the 1926 Mercedes from Michael Hippel.

Our spring outing through the Alsace and the Black Forest, the 'Black Forest Run', was in the offing. The Daimler was ready and the filters had been changed just before the beginning of the trip. However, I managed to get only from Worms to Speyer, about 50 km, when the vehicle began

to lose power. "Filter clogged. This is just not possible!"

Upon lifting the hood, I was quite surprised. The glass check gauge on the pre-filter looked as if somebody had filled it with tobacco. A quick filter change and then on with the trip. The vehicle had power again and the engine ran beautifully until I reached the highway ring road near Strasbourg. The evening rush hour had started and I started to sweat buckets. After less than 120 km, my filters were clogged again, however, my colleagues were quickly beside me. While I inserted new filters, they cleaned the old ones with brake cleaning fluid because I had only a limited number of spare parts on board. I had to put up with the malicious gloating and mocking sarcasm of the three Scania drivers. We continued in the direction of Breisach. Before climbing up the Black Forest

heights, I voluntarily changed the filter to avoid a breakdown on one of the inclines. As expected, the glass check gauge was again full with a black and brown algae soup. The schadenfreude of the evening was huge. "You always get burn blisters when you drive a Daimler, Herr Blase?" Swabians can be so compassionate. I had to get past the hot oil lines somehow in order to fix the pre-filter.

Today, we often laugh about the trip. I had to report that I had used six filters plus two tins of brake cleaning fluid among my list of operating fluids.

By the way, the canister of Grotamat, whose contents would have saved me from all that stress, stood in Michael's office. "Oh, I thought it would work without all that modern chemical stuff!"

One of the first mobile construction machine

Hamm DL 10

by Ulf Böge

Occasionally, one can see retired examples of various rollers. These old relics on plinths are usually situated near the reception areas of construction companies. Fortunately, because these businesses use the old machines to underline their origins and their traditional values, many historic road rollers of this kind have been preserved. Perhaps a contributing factor to the appeal of road rollers is their solid construction even though they are rarely used for road construction nowadays. Their solid, down-to-earth function, is definitely alluring. Without a doubt, the Hamm DL 10 has such an allure.

Originating in England, the first three-wheeler road rollers derived from steam-operated loco mobiles. The idea quickly reached the rest of Europe and so the first road rollers were also steam-driven here. Beginning in the 1920s, these steamrollers revolutionized road construction. Well-built road connections became more and more important and the compacting of the base layers was important for the durability of the roads. Steam rollers were the first-ever mobile construction machines, existing even before any other motorized earth-moving machines appeared on the horizon.

In Germany, the Hamm brothers pioneered further development of these machines that today have a winning feature: they are all diesel-powered.

Three-wheeled road rollers characterized construction sites for decades and are still considered by many to be a beacon of technology on construction sites ...

Even the very first Hamm road roller was equipped with a diesel engine and that was back in 1911. The company was always very inventive. For instance, in 1932 it presented a new way of construction using an all-wheel, steered tandem road roller which hitherto had been an unknown type of machine. Hamm is one of the world's leading producers of compacting machinery technology.

Diesel road rollers for modern road construction

Like many manufacturers following the Second World War, Hamm also experienced hardships and had to recalibrate. Nevertheless, its new beginning was successful and soon the road rollers produced in the Bavarian town of Tirschenreuth were in demand in Germany as well as abroad. The boom that materialized during the 'Wirtschaftswunder' years (also known as the miracle on the Rhine), filled many construction machine producers' order books and consequently extended production capacity in their factories. The construction of roads and highways during this era was given extremely high

priority. Thousands of kilometers of new roads had to be built as quickly as possible so that the new economic engine driving the then-young Bundesrepublik Deutschland (German Federal Republic) forward would not stall. A significant part of this effort was the 'Neuzeitlicher Strassenbau' (modern road construction) method which mainly centered on the use of new kinds of asphalt materials, and their application. This then was the end for steam road rollers, some of which were still in use at the time. They were too heavy for the compacting of the new elastic mixes of bitumen, oil, and minerals. New, different types of road rollers were required to install these surfaces. As a first step in the process came the rubber-wheeled road rollers. Vibration drum tandem road rollers followed and finally, static, tricycle road rollers very carefully 'ironed' the whole pre-compacted surface smooth.

Construction series with six different types

Between 1959 and 1967, Hamm produced the D-Series to fulfill the requirements mentioned above. The-

se three-wheeled road rollers in a choice of six different weight classes were principally based on only two construction types. The basic weight of the machine was between 8.5 t and 14.0 t. Types D 8 and DL 10 were identical in all measurements, and types D 10, D 12, and D 14 were only 10 cm wider and 30 cm longer. Only the D 16 had a wider wheel base and a larger diameter on its rolling drums.

Additionally, the weight of the road roller could be substantially increased by filling the rolling drums with water or sand or adding additional ballast. By mounting a ripping tooth, it was also possible to increase the weight by 600 kg. The power source for all units was always a Deutz diesel engine of 33 or 45 hp. The steering was done with a hand steering wheel. Hydraulic steering was available upon request. The front and rear wheels were permanently attached and the steering shaft oscillated. Gears, direction-changing clutch, and differential were built in as a unit, and a Voith-Turbo clutch

assured a smooth start for the heavy machine.

An economical universal road roller

The Hamm DL 10 was a weight-enhanced D 8 which was offered as a very economical machine in the hotly contested 10-ton class. Its weight could be increased with water or sand ballast as well as by attaching a ripper to bring it up to 14.0 t. The option to increase the weight of the road roller with additional iron weights was not available. With these specifications, the DL 10 was a universal street construction machine that could be used as an asphalt roller or in general road construction. On average, the DL used about 6 liters of fuel.

The last Hamm three-wheel road roller

Even though the three-wheeled road rollers started to slowly lose importance at the end of the '60s,

they continued to remain in common use on many road construction sites. Their reputation for being robust and versatile machines led to makers continuing to offer them, but with current technology, for instance, a hydrostatic drive. After the D-Series, the three-wheel road rollers DH 8, DH 10, DH 12, and DH 14 continued the tradition but were the last ones of their type from Hamm. In 1976, IBH Holding took over the company and also acquired the 'Europ S' three-wheel road rollers series from the Zettelmeyer company. Further purchases of manufacturers and the subsequent mixing of production programs found that the Zettelmeyer ones were more efficient to assemble. It then was decided to produce these at the factory in Tirschenreuth. From these developments came the Hamm DW 90 which can be looked at as a successor to the DL 10.

Scratch-built in 1:50

Herrenknecht S-230

by Daniel Wietlisbach

We were able to photograph this finely detailed model made by Manfred Bauer (Collector's portrait in issue 4-2010) at Marcel Rauschenbach's home (Collector's portrait in issue 4-2014). It shows the Herrenknecht S-230 which was at work on the north side of the Gotthard base tunnel alongside the identically-designed S-229. Amongst the workers, these two machines were lovingly referred to as 'Gabi I' and 'Gabi II'. They are so-called 'Gripper-TBMs' for advancing a bore into hard rock. During the work, the drill head secures itself sideways against the tunnel wall with the help of the 3,000-ton gripper.

As an addition to the Tunnel Construction Diorama series that employed the blasting technique for its construction, we would like to introduce the unique, completely scratch-built model of a tunnel-drilling machine ...

The four forwards feed cylinders advance the drill head using 1,600 tons of pressure while 62 roller chisels dig into the hard rock. Both machines were assembled below ground in caverns and then began to dig themselves along the sub-contracted distance to Sedrun. The diameter of the drill head is 9.98 m. Including all the trailers attached to the machine,

it is 450 m long, almost half a kilometer.

The first third of the model was built in the hobby construction shop of Manfred Bauer and measures 3.0 m. In this area, all trailers run on tracks on the tunnel floor. The following 300 m run in the tunnel on secure, ceiling-mounted tracks.

To build the model, the builder got the original plans and as much support as possible from Herrenknecht. 99% of the model was made from plastic profiles and sheet stock. Only the drill head with the roller chisels was milled to order. To prevent the model from yellowing with age, all parts were painted in a matt white. Over 14 years around 3,500 hours of work were invested into the model.

Despite the size of the model, the builder doesn't miss any opportunity to show it at fairs such as the Ebiannum which is usually held in April.

The Gotthard base tunnel

The first probing drilling was started in 1994 to research the quality of the rocks and in 1996 came the first blasting for access tunnels and assembling caverns for the TBM. The heart of the whole construction process was the multi-function site at Sedrun. The tunnel was blasted out in both directions towards south and north. For this, the first two shafts of almost 800 m depth were excavated near Sedrun in the Grisons. One of the shafts was for an access tunnel for the workers and the other one was to vent the construction site. Finally, in November 2002, the two TBMs began their work on the tunnel.

In 2016, one year ahead of schedule, the Gotthard base tunnel was opened. The Ceneri-Tunnel and with it the Gotthard baseline was completed at the end of 2020. While Italy was able to complete its feeder lines on time, the Germans calculate that it will take a further 20 years to complete theirs.

Scratch-built lorry with Minitrucks cabin

Büssing BS20 S2

by Hans Witte

When the owner, Jean-Jacques Ehrlacher, decided to retire, it meant the end of Minitrucks. This French maker offered mainly 1:50 resin kits of typical lorries from his homeland of Germany, like the heavy reefer lorries that were in use for long-distance transports in the 50s. In addition, he made buses and special small lorries. Circus models ('Mini-cirque') and excavators ('Big Job') were also produced in cooperation with others. One of the first kits (#13) from Minitrucks, a welcome and unusual vehicle, was the Büssing tractor lorry BS20. Years ago, I was very fortunate to acquire such a kit, intending to make it into something really beautiful sometime in the future. The kit languished for years among other kits, all of which I hope to build someday, but suddenly I decided to tackle the Büssing and turned it into this tanker trailer combination.

Research

Before I begin to build a model, I collect as much information including drawings, technical data, sales brochures, photographs, and more as possible. I got much of the needed information from the two books by Bernd Regenberg, 'Die Deutschen Lastwagen der Sechziger Jahre' (German Lorries of the 60s), volume 1, and 'Das Lastwagen-Album Büssing' (The Büssing Lorry Album).

The 1:50 heavy semi-trailer tanker combination from the time of the German 'Wirtschaftswunder' (Economic Miracle) was made using parts sourced from a variety of producers ...

For me, collecting and reading all the gathered information is a great part of the fun of building a model. Fun, plus interesting and instructive. With regard to this Büssing, I quickly arrived at two conclusions: firstly, the quality of the kit and especially the workmanship of the cabin was rather disappointing and secondly, my lorry build had to be a BS20 S2 tractor lorry with a steered leading axle. Both of these facts hinted that the planned model building would be much more complex than I had originally thought. But this is precisely another part of the fun I have in model construction. The inspiration for this tanker combination came from a photograph, but my model is a free interpretation of it.

Model construction

During the 1960s I saved all kinds of miniatures and various parts of them; all of which I planned to use for building models one day. Among them were also a few Mercedes-Benz tractor lorries with steerable front axles from Gescha/Conrad saved especially because of the nicely made chassis with two steerable ax-

les. Such a chassis was to be the basis for building the Büssing. Unfortunately, upon checking a scale drawing, I had to conclude that the front axle had to be moved backward. This was a bit disappointing, but I did not let it bother me too much. I removed the front bumper, the mudguards, and the rear axle from the Gescha chassis. I removed the front axle and moved it 4.0 mm back on the chassis then and attached it with bolts and plastic strip pads. The steering also had to be adapted so that both axles had a realistic-looking turning radius.

In a shoe box with spare parts, I found a usable rear axle which I attached with brackets and clamp plates at the spring sets. Later on, I connected the chassis to an engine with a power train, air reservoirs, and so forth. Just as on the real tractor lorry, the miniature chassis is chock full of parts. A great help during the assembly of these parts was a scale drawing and the pictures in Regenberg's books. There is not enough room here to describe the construction and assemblage of all these parts. The pictures of the construction phases should give you an idea of the work required.

While I was beginning to work on the cabin, I had some pictures of real Büssing truck cabins to help me. I discovered that there were remarkable differences and I asked myself if there had been narrow and wide cabins. And yes, somewhere in his books, Regenbergs writes, somewhat vaguely, that the Büssing cabins existed in two widths, 230 and 250 cm. He never again mentions this and doesn't write about what the differences are and how one can differentiate between a narrow cabin and a wider one. I had to research this myself as much as I could. The wider driver's cabin appeared only on the later models with the underfloor drive; all others and even the first series with the underfloor drive had the 20 cm narrower driver's cabin. By 1970, the lorries were delivered with a standing engine and a tilting driver's cabin and so too did my tractor lorry that was originally constructed in 1971.

It took a lot of work to get the Minitrucks cabin correct and to be a good-looking model. The edges of the mudguards were enlarged with 1.0 mm plastic sheet stock. I gave special attention to the shaping. The model then had the correct width of 49.5 mm.

The opening for the front window screen was sanded out to make it 1.00 mm higher, and a new rubber seal set for the window was made from an Evergreen 1.00 mm rod that was inserted into the gap and then sanded to shape. The front plate was extended a bit downwards with a 1.5 mm thick strip of plastic material and blended in with spackling compound and careful sanding.

The back wall of the cabin was strengthened with a 0.5 mm thick piece of plastic sheet stock and the ho-

zontal profiles were engraved using a drawing pin. As I had done on the tilting cabin, I cut a half-circle opening at the bottom with a jeweler's saw.

I closed in the rear windows with plastic sheet stock and then sanded them into a rhombic shape. Not daring to cut open the rear and corner windows, I used 0.25 mm sheet stock which gives the same optic effect. The shape of the cabin was completed by adjusting the rear of the roof and then sanding it smooth. The gutting on all sides was made from very small, cut-to-size plastic strips.

After the cabin was constructed in the rough, I fashioned a completely new front bumper for which I drew a simple but very helpful scale drawing. The bumper was made from several layered plastic strips in a sandwich construction mode. With this technique, even complex shapes can be achieved surprisingly easily. The middle plate had openings for the headlights and the front drawbar. They were cut out by carefully drilling out all the corners first and then using a jeweler's saw fitted with a metal cutting blade to enlarge the openings. I did not expect that this would work the first time I tried it!

Thanks to the sketch, among other things, I could figure out at which height the floor of the cabin interior had to be to fit inside the cabin and also how later on, the front of that floor was going to be the support for the cabin. At the same time, I made the steps that lead to the cabin as deep and as narrow as possible so that the floor could be made as wide as possible. I scratch-built almost all the interior fittings myself except for the seats and steering wheel. The dashboard with instruments, the gear levers, bunk beds, door coverings,

sun visors over the front window, curtains, and many more items were scratch-built. I fashioned new frames for the door windows from brass wire and narrow plastic strips. For the windscreen window, I cut a snug-fitting template from thin cardboard so that I could cut a new window screen from transparent plastic material and then place it correctly behind the rubber seals.

Once the cabin was finished and fitted precisely onto the chassis, I completed it with a fuel tank, battery box, air tanks, steering rods, and the exhaust under the front bumper. Finally, I made the mirrors and the window wipers with plastic and 0.5 mm brass wire and clamps for the wiper blades as can easily be seen in the pictures.

The trailer

Here, the familiar Conrad tanker trailer formed the basis of the construction. After disassembling it and immersing the lot into a paint stripper bath, I re-assembled it but using a model of a 20-ton wide-spread axle pair which I bought at a swap meet, rather than the one that came with the trailer. The tandem axles required an ancillary frame that had to be exactly height-adjusted to fit. It also required new tank supports. Together with a new coupling plate, the semi-trailer was matched with the tractor lorry. The trailer then received a wealth of adjustments and improvements. The pump cabinets were changed, and the hose compartment was added to the sides. I made some new mudguards which I bent from thin aluminum sheet stock as René Tanner had shown me. Other details were light, air, and hydraulic hook-ups at the front of the tanks, the brake lines un-

derneath, and the brake control valve at the left side directly in front of the tandem axles.

Paint

It was obvious that the tractor lorry required a great deal of work but in comparison, the trailer was child's play. Following the spray painting of

the larger parts, I spent a great deal of time improving and painting all kinds of small detail parts with a paintbrush. An especially challenging part was the painting of the window rubber seals. I always move the paintbrush across the rubber; that way it doesn't slip off target very much. A long time ago, I realized that I feel the actual building of a miniature, the

creative process, and the thinking behind it are the best parts of the hobby. Often, when the completed model is placed into the display case, I have already started with the next challenging project. All things considered, I am very happy with my Büssing which morphed from a French kit to a real German 'Brummi' (Growler).

Out in the middle of nowhere

Dio Ruino

by Tom Blase

That is what happened to me with the transformer building for O gauge (1:45) offered by Bush. The fantastic kit was a real eye-catcher once it was finished and weathered. Unfortunately, this jewel simply did not seem to fit into any diorama I had or pictures I took. It stuck out like a sore thumb. I had the same experience with a model of a castle ruin that I was gifted by a collector friend. Both pieces languished in my workshop and slipped from my mind.

Very unexpectedly, my dispatcher sent me off on holiday for two weeks. Very nice, but my internal clock still woke me up from my slumber at four a.m. Coffee in hand, I sat in my workshop, and an idea began to percolate. I could build a new diorama and integrate not only the transformer building but also the small castle ruin.

The new piece began as usual with a piece of Styrodur sheet measuring

Many of us know the situation. One sees a kit at a show and thinks, 'Super, I absolutely have to have that one!' Then, once the precious piece is at home, often a question arises. 'What am I going to do with it now?'

1200 x 600 mm. I also managed to find a piece of the natural stone wall produced by Noch. I wanted to have a small garden surrounded by a wire mesh fence on my base. It would remove some of the height of the transformer tower making it fit more harmoniously into the landscape.

The ruin would sit on a small hill made from Styrodur cut-offs. After everything was glued together with Broad-Fix and dried I was able to start the landscape construction. Using the Noch terrain spackling compound, I created a small driveway/parking space that would not be paved. I don't usually plan much

ahead because when I start to use the spackling compound, I frequently get spontaneous ideas which I then pursue. Because the home improvement plaster dries very quickly, I was able to paint the road surface with grey acrylic paint (Marabu), and 'mother earth' nearby with a coat of soil brown paint.

When I add asphalt patches and potholes to the road, I always have to restrain myself a bit, but I have to confess I really find it wonderfully relaxing just to let myself go. I used the cutter knife to make my cuts and push in the borders. Next, I painted the altered surface with a different

shade of paint and then added a pinch of quartz sand and some fine, brown track ballast from Auhagen to finish this step. The results look very realistic. Once the road markings are applied, the work on the road surface was pretty much finished. My next step was to paint all the earth-brown surfaces with glue and added grass with a Grasmaster static grass applicator. This process went very quickly.

While the glue finished drying, I started to work on my dry leaves that would add realism beneath the trees and hedges. In the fall, I collected a sack full of leaves from the forest nearby. All nice big, clean leaves which I dried over the winter months and then chopped coarsely using a food processor- blender, a machine likely found in many kitchens. What is great for nuts and herbs cannot be damaged by dry leaves from the Hunsrück forest.

It was then time to vacuum off the extra static grass fibers. I always put a piece of linen cloth over the opening of the vacuum cleaner so I can reuse the surplus material. After that, I tackled the wire mesh fence that would stand adjacent to the transformer building. Among their offerings, the Bauer-Modelle company has a very nice rhomboid-shaped plastic grille which is ideally suited for a nice old garden fence. I made the fence posts from pieces of XXL wooden matches which were 'aged' by painting them in several different shades of brown. The fence was then attached using some 0.3 mm jeweler's wire.

Now to my trees and to the tree frames I use. I choose 'Teller Hor-

tensien' (*Hydrangea macrophylla*) which I cut from my garden in the fall and dry over the winter months. They have a structure that is strikingly similar to deciduous trees. With some spray glue and the commercial leaf product from Heki, they make wonderful and very cheap trees!

The old wooden fence which marks the end of the diorama area at the rear was made from ice lolly sticks which I cut to width and length on my band saw and then glued together to form a fence. One or another fence paling is missing or the top is broken off. The old thing has a few decades behind it and has been impacted by various weather events. Moss on the old fence was simulated very nicely using Coarse Turf from Woodland Scenics because the fence really sits in a damp spot.

Before the trees and hedges were permanently attached, I drilled some holes for them into the Styrodur base. Then I saturated the surface of the areas where the trees were to be planted with glue. The finely crushed Hunsrück leaves then came into play. I recommend not scrimping here because it is supposed to simulate a forest floor. Don't be afraid to add a few dry thin branches or a few leftover bits of seafoam. When the trees were glued in later on an authentic-looking forest scene had been created.

Tips for grouping trees

I like to buy an assortment of rather plain and cheap mass-produced deciduous trees such as those offered by Noch. I then give these the same treatment as the 'hydrangea' trees

from my garden. Placed at the edges and the rear, these 'plastic' trees protect my more fragile 'natural' trees which I use to set in the foreground of the scene. Since a few flowers would enrich the landscape, I took some grass tufts from Heki, dabbed white glue on their tips then sprinkled yellow fall leaves from Noch on them and, hey presto, flowers!

The old guide rail which is supposed to protect the transformer house from unwanted 'enemy contact' was made from a U profile (from Bauer-Modell) combined with matchsticks and 1.0 mm round wire pins to form a harmonious unit. I aged it with grey paint followed by some 'washes'. From the architectural supply store, I got a few plastic scale bicycle models to which I added handlebars and pedals that I made from paper clips. The realistic-looking finish was created with several layers of paint. A rusty bicycle leaning against a guide rail brings a bit more life to the diorama landscape.

Now my two absolute 'must-have' purchases no longer looked like foreign objects. The remnants of the wall belonging to the ruin have been almost completely overtaken by nature and, in their own way, look very idyllic.

The transformer house now looks as if it has always stood beside the old country road somewhere in the back of beyond. "On a dark Hunsrück highway, with a cold wind in my hair ..."

New on the market

MSM 1:50

There is an almost unlimited variety of new swap body roll-off containers in the model maker's 3D-printed program. A visit to the Webshop is recommended be-

cause we counted no fewer than 19 different models, each one in either yellow or orange. In addition to open containers in sizes ranging between 10 and 40 m³, there

are flat decks with or without stakes or ramps, a reefer container, and much more.

All models display good stability and have prototypically correct

Collector's guide

Here is a list in short form of all the new construction and heavy haulage models announced since our last issue. For truck transport models we recommend that you consult the newsletters of the manufacturers.

Type	Scale	Maker	Available from	Infos
Bobcat T40-180 SLP in two versions	1:50	Bburrago	Dealers	www.bobcat-shop.com
Liebherr LTR 1220 «Hofmann»	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 4x4 tipper orange	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX GX 4x2 tractor silver	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS NN 4x4 tipper / truck crane gold	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 4x4 / truck crane / low loader «Strabag»	1:50	Conrad	Exklusiv	www.baggermodelle.com
Sennebogen 830E demolition excavator	1:50	Conrad	Sennebogen	www.sennebogen.com/shop/
XCMG XLC30000	1:50	China	Dealers	—
Deere 904P-Tier	1:50	Ertl	Dealers	—
Tadano CC 2800 «Sarens»	1:50	IMC	Dealers	www.imcmodels.eu
Yanmar B110W new design	1:50	NZG	Dealers	www.nzg.de
MB Arocs 4x2 / Meiller tipper semi trailer «silber», «weiss»	1:50	NZG	Dealers	www.nzg.de
MB Arocs 8x4 / Meiller tipper «schwarz»	1:50	NZG	Dealers	www.nzg.de
Sumitomo SH 200-7	1:50	Replicars	Dealers	—
Sennebogen 683E	1:50	Ros	Sennebogen	www.sennebogen.com/shop/
Untha XR3000C e-mobile Shredder	1:50	Scale Masters	Dealers	—
Scania P 4x2 «Kibag»	1:50	Tekno	Dealers	www.tekno.nl
Scania G370 8x4 truck mixer «Rouwmaat»	1:50	Tekno	Dealers	www.tekno.nl
Scania R520 8x2 «Nielsen»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH4 6x4 / logging truck «Mc Kerral»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH4 8x2 «Bret-Drevon»	1:50	Tekno	Dealers	www.tekno.nl
MAN TGX XXL 4x2 / tipper semi trailer «Eberhard»	1:50	Tekno	Dealers	www.tekno.nl
Volvo EC220D «Risa»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1750-9.1 «Felbermayr», «Aertssen», «Hareket», «Southern Lifting and Hoisting»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1650-8.1 «Neeb», «Stevenson», «Borger», «Thömen»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1090-4.2 «Burt», «Transgrua», «Jaromin», «Joyce»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x2 / truck crane / ballastbox «Mejerimaskiner»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 / semi lowloader «van den Heuvel»	1:50	WSI	Dealers	www.wsi-models.com
Scania S 8x4 / semi lowloader «NV Trans»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x4 «Lasting og Transport»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4(+1) «Vassbakk & Stol»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x2 / truck crane / flatbed «Bredenoord»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FM4 8x4 / Nooteboom Pendel X «Kandt»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 10x4 / truck crane / Ballsatbox «van Riel»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs MP4 6x4 / Scheuerle Intercombi «Allelys»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs MP4 8x4 / Scheuerle Intercombi «Hegmann»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs MP4 6x4 / ballast trailer «Riga Mainz»	1:50	WSI	Dealers	www.wsi-models.com
Iveco S-Way 4x2 / tipper semi trailer «André Voss»	1:50	WSI	Dealers	www.wsi-models.com
Iveco S-Way 6x2 / tipper semi trailer «Baggerbedrijf»	1:50	WSI	Dealers	www.wsi-models.com
Potain MDT 809	1:87	Conrad	Dealers	www.conrad-modelle.de

moveable parts. The countersunk bolts in the hinged parts are hardly visible. All of the swap body roll-off containers are compatible with lorries from major producers such as Conrad, Tekno, and WSI. Because of their functionality, they are ideally suited to depict small scenes on dioramas or in display cases.

Johan van de Water has passed away

Probably few of our readers will recognize the name of Johan van de Water, but many would have models in their display cases that would not be there without his involvement. For 30 years, Johan was in charge of marketing and communication at Nootboom and, more than 20 years ago, instituted the Nootboom Shop. In this function, he was responsible for every model, and with great enjoyment and engagement, he encouraged further developments and not only in this sector. Johan was an extremely open and sympathetic personality, but at the same time never sought the limelight for himself. Right from the beginning, when models were involved, he supported us to the fullest and we truly enjoyed his cooperation and his human touch.

Johan died unexpectedly at the age of 59 and he leaves a big gap in all our lives. We would like to

take the opportunity to convey our deepest condolences to his family, friends, and co-workers. We will never forget Johan.

Conrad 1:50

As a collector, being either for or against company versions of construction machines can spark lively discussions. In the end, everybody has to make up their own mind. But once in a while, a model is released with a paint job that 'knocks your socks off' and makes us gape like children in a candy store. The Liebherr R 940 Demolition in the livery of the Central Switzerland Company of Saredi is one such model. The family-run company was founded in 1897 and its home base is in Küssnacht am Rigi.

Co-operation between Tekno and Broshuis

In the middle of June, Tekno announced the partnership with Broshuis. This is in connection with the new PL low-loaders that Tekno will be making in a variety of configurations. Of the modular concept originals, there will be two- and three-axle semi-low loaders in the works, for now. The goosenecks can be uncoupled for loading and unloading. They are planned in two versions and can also be customized with side walls and/or a toolbox. The variable flat deck will

also be available with a full-size wood imitation piece or as three pieces to form the deck, and an excavator bridge is also planned. We extracted from the information that later on, there will also be four- and five-axle End modules. Two- and three-axle dollies are in the works so that finally a complete system that will allow a huge variety of versions will be available. Tekno is promising highly detailed and functional models and with them would again have a current low-loader model in its program. The first units are promised for the end of 2023 or the beginning of 2024.

GMTS / Eberhard 1:50

Shortly before the editorial deadline these two four-axle tippers in the beautiful Eberhard colour scheme reached us, so that we can show a first picture - a more comprehensive presentation is planned for the following issue. The Magirus 320D30 FK 8x4 is a new version of the well-known model with double-tyred tandem axles. The Saurer D330B 8x4 is a completely new development. The resin models were produced by GMTS on behalf of Eberhard Unternehmen. Both are available in the Ebianum shop and from the specialist dealer Setec-HTM.

Our partner page

A high rise makes room

For the new solution to urban planning at the Kreuzstrasse in Zollikofen near Berne, a prominent high-rise was de-constructed. The twelve-story building with a penthouse had a height of about 35 m and a total building mass of 20,000 m³.

As a sub-contractor to the Robert Kopp AG Studen BE, the Eberhard

Bau AG deconstructed the building to such a degree that the smaller demolition excavator Cat 345C from Kopp AG was able to safely finish the job. In order for the 395F L UHD to work safely, Kopp AG removed the penthouse with a Brokk demolition robot and installed a 4.0 m high platform with a ramp. The heavy, hydraulically-adjustable undercarriage of the

395F provided the ultimate structural stability. It can extend its chassis from a 3.6 m working width to a maximum of 4.8 m. The three-part demolition boom reaches an impressive 30 m in height. Tool attachments of up to 7.5 tons are possible.

News in brief

The longest rigid platform trailer combination

The Technikmuseum Speyer has gained a further attraction, the U17 Submarine. It took five years of planning for the transport from the Kieler Förde to the Technikmuseum Speyer even though the actual road distance for the transport was only approximately 4 km. To get from the Speyer natural harbour to the museum, the trip had to start in a nature preserve which meant that the weight of the submarine of the 206A class had to be distributed onto as many wheels as possible. A further 100 t was added to the 485 t of the U-boat because of the weight of the platform trailers of the Scheuerle Intercombi series, however, the actual individual axle weight was only 2.48 t. Depending on the configuration of the pusher and tractor units of the 'Spedition Kübler', the transport length was up to 90 m. (eu)

Loblaws orders five Kenworth T680 Hydrogen trucks

At the beginning of May, Kenworth announced that they will build the T680 in a hydrogen version as the T680 Hydrogen Fuel Cell. The T680 FCEV uses a Toyota fuel cell. The range, according to factory information is 450 miles (725 km). The fuel cell supplies two motors with 2 x 315 kW which then produce 415 hp. Right away, Loblaw Companies Ltd. ordered the first five T680FCEVs from Kenworth at the end of May. Delivery of the new hydrogen fuel cell trucks is slated for 2025. Loblaw is Canada's leading grocery and pharmacy brand handling everything surrounding food and pharmaceutical supplies and is the largest retailer and employer in Canada. (eu)

Volvo R60 rigid-frame mining truck

During the Volvo Days 2018, Volvo presented the R100E tipper with the V-shaped dumping bin in the 95-ton capacity class. Now, based on the R100, the new R60 with a carrying capacity of 55 t and a dumping bin volume of 36 m³ has been released. The total weight of the unit is close to 100 t. To move this weight efficiently, a Cummins QSK19 with a net performance of 526 kW (715 hp) will be available. Currently, only an engine with Tier 2 exhaust controls is available. With this, Volvo Construction Equipment once again has a modern rigid frame dumper available. It can be efficiently loaded using the company's own loaders such as the large EC950F excavator and the L350H wheel loader. (up)

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Liebherr L580 LogHandler Xpower

Built specially for log handling, the wheel loader L580 LogHandler Xpower celebrated its world premiere at the 'Ligna' world fair for woodworking and wood processing in Germany. The all-around new model with a working weight of 37.5 t has several optimizing features like a specially developed log handling lifting attachment with matching grabbers and a handling capacity of 8.85 t. To be flexible in work situations on the log yard, the modified lifting gear allows the operator to work at heights of up to 7.0 m and distance of almost 4.0 m. Further construction improvements have been made on the swivel arm, and sight lines have also been improved which together allow the operator to move more timber per hour. (up)

Caterpillar D10

Following the D11 and the D9, the D10 is the last of Caterpillar's large bulldozers to be upgraded to the next generation. The durable dozer with a working weight of 70.3 t now uses less fuel, has increased productivity, and less downtime. The 562 kW (754 hp) Cat C27 diesel engine is paired with a new three-phase transformer to give it enough power. The motor complies with current US and EU exhaust control regulations. The updated technology optimizes automatic functions such as AutoCarry (blade steering) and AutoRip (minimizes track slippage) efficiencies and increases user-friendliness. (up)

A more sustainable Race-Truck

The Pace-Truck of the Goodyear FIA European Truck Racing Championship 2023 again comes from the house of Iveco. While the current Pace-Truck runs on LNG (Liquefied Natural Gas), the first Electro race truck built by Team Hahn in cooperation with Iveco follows it. The vehicle will be used for the first time on the Nuremberg ring (middle of July) even though not on the race circuit. The racer has been built on an Iveco S-Way chassis with an E-Axle from FPT. Four battery packs with a total of 840 kW of power output at the rear axle allow the vehicle to run the full distance on all race circuits while still retaining some reserve range. (eu)